

# ARMY AND NAVY CHRONICLE.

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## Foreign Miscellany.

Among the works proposed to be published in England, we find the following announced. We insert the prospectus at length, not doubting that the information will prove acceptable to our naval readers:

**NAVAL TACTICS:** Illustrated by fifty transformable plates. Addressed to the junior officers in her Majesty's service, with the hope of obtaining the approval of the senior classes. By *Jos. Needham Tayler*, Capt. R. N., C. B.

It is universally acknowledged, that our Naval Tactics have been among the principal causes of the strength and glory of the British empire. It is therefore exceedingly desirable that naval officers, and other professional men, should publish their discoveries, for the purpose of developing the different branches of naval science, which might bring them nearer to perfection than their greatest admirers could easily anticipate. The improvement of the junior branches of the profession has been hitherto impeded, by confining their attention to the mere abstract principles of the mathematics, which being simplified and elucidated, as in the system proposed, will enable every one that pays a careful attention to nautical science, to acquire a theoretical and practical knowledge of naval manœuvring, both in a single ship, and a collected fleet. Information of this kind, it may be well presumed, will create in naval officers a thirst for that species of knowledge which will prove the most highly beneficial.

In the present day, it is exceedingly important that we should publish every discovery in the science of naval tactics; and which we think cannot be better effected than in the manner herein proposed to be adopted, as the junior branches of the profession could not otherwise obtain such important information; because the improvements which are now going forward are the fruits of long service, and intense study, during an active and protracted war, preserved in scattered memoranda, or treasured up in treatises, which have been but only partially known.

What has been already done, what is now in progress, and what yet remains to be done in nautical science, form the *three great branches* of the work proposed. The author designs to amplify and elucidate every branch of the subject; and he hopes that the work will be found to possess many powerful claims on the attention of the experienced and most intelligent officers in the British navy, to whom, as a book of reference at least, it will become a desirable companion.

Throughout the work, a careful attention has been paid to conciseness in detailing the effects of long experience, and the results of particular experiments, for the purposes of elucidation, so as to render them serviceable in relation to the various improvements which are suggested; and it may be added, that if a practical acquaintance with a subject may be pleaded in support of a man who undertakes to suggest any public improvement, then may the plans proposed be submitted, with some degree of confidence, not only to the attention of those persons for whose benefit they were principally intended, but to the attention of all classes in the nation at large. Forty five years of service in the British navy, with an unremitted attention to nautical pursuits, would have done but little credit to the author of the work proposed, unless he had made himself well acquainted with naval tactics, which have contributed so greatly to the prosperity and glory of the British nation.

The tactics of the author are illustrated by experiments, and are maintained on mathematical principles, which are capable of demonstration, from the evolutions of a single ship to those of a fleet, and are exemplified by more than *one hundred plates*. Manœuvres are also shown to meet the stratagems and the unusual powers of steam-vessels, which, in the event of a war, would become most powerful auxiliaries to a fleet, and would effect a change in the nature of naval warfare. But, to understand all the various changes of position, it will be necessary to begin with simple and unshackled forms; as all the primary evolutions must be fully understood, before the attention is directed to those which are more intricate, and more abstruse.

In the work proposed, nothing is admitted which has not already stood the test of practical examination. It will contain the elements and the practice of seamanship, in all its branches; naval tactics; a description of thirty nautical inventions; and other useful information, which have all been carefully arranged under the subjoined heads:

- First—OF SEAMANSHIP:* Containing—
1. The fitting, rigging, and unrigging of ships.
  2. The theory and practice of the working of ships, (or rather, "the working of ships.")
  3. The effect of the sails upon a vessel generally.
  4. The centre of gravity of a ship, and of her sails.
  5. The centre of rotation.
  6. The metacentre.
  7. The laying down of moorings and buoys.
  8. The effect of the rudder.
  9. The anchoring, mooring, and casting of vessels.
  10. The keeping of a clear hawse when moored.
  11. Riding at single anchor.
  12. The equilibrium necessary in practice to be kept between the sails, for the purpose of acquiring the greatest velocity.
  13. The time required by vessels of different classes for the performance of the same evolutions.
  14. The angle required in staying the masts of vessels according to their build.
  15. The joint forces that act upon a vessel under way.
  16. The stowing of ballast.
  17. The getting of guns and anchors on board, and the getting of them out.
  18. The lines of flotation and displacement.

- Secondly—OF NAVAL TACTICS:* Containing—
1. The order of sailing, and of battle.
  2. On chasing, boarding, and escaping from an enemy, exemplified in battles fought by single ships, and by collected fleets, by means of which such battles might be "fought over again," upon the principles of a practical demonstration.
  3. Showing how steamers may be used in battle.
  4. On co-operating with an army in their embarkation and their landing.
  5. On troops.
  6. The transporting of heavy cannon into difficult positions.
  7. Arrangements of attack and defence by divisions of boats.
  8. On the constructing of batteries, and the mounting of ships' guns upon them.
  9. On the constructing of bridges and pontoons, for the crossing of rivers.
  10. On the getting up of guns out of boats without assistance from the land, and without the help of triangles.
  11. The advantages of attending to time and space in carrying out manœuvres not hitherto sufficiently considered by naval tacticians.

12. The necessity of knowing the qualifications of every ship in a fleet, that every one may be so disposed of as to manœuvre with the greatest celerity and effect.

13. On the affording of security to a steamer, when manœuvring with a fleet.

14. On the assimilating of the practice of gunnery, by sea and by land.

15. On the expediency of possessing a large corps of marine artillery.

*Thirdly*—HINTS ON PRACTICAL GUNNERY: Containing—

A copious collection of sea terms, alphabetically arranged; nautical tables, and miscellaneous papers; concluding with proposed improvements intended to ensure the safety of steamers, and for which a patent has been obtained.

Among the great and numerous advantages anticipated from the improvements which the author proposes, may be reckoned those of the preventing (or greatly reducing) the wear and tear of machinery in steamers, the avoiding of those accidents which frequently occur in the breaking and stopping of the engine, and of the consequent delays; the enabling of the commander, or the officer on deck, to stop the ship's way unknown to the engineer, and without stopping the machinery, and thereby preventing those dangers which have attended on steam navigation, especially when scudding in a gale, which are advantages that must be of the first importance, not only to the owners of vessels, but to naval officers and sailors, and to the nation at large.

The London papers contain an advertisement of a rare and curious collection, to be disposed of "by way of chance," or, as we should call it, by raffle. It is thus described, and would make a valuable addition to any museum:

Models of vessels, comprising every description, from the common boat to a first rate man-of-war, and varying in size, from one inch and a half to fourteen inches, many of which are built by scale, and planked, of beautiful proportions and symmetry, elaborately ornamented with ivory carvings, and will bear examination with a powerful microscope. They were made by the French prisoners of war, during their long confinement in England; and the late proprietor was twenty years collecting them, who spared neither pains nor expense in making the collection complete. Several of the models were built under his own superintendence, together with that of a naval architect for him, and were many years in progress. One model, the "Matchless," cost the artist three years' incessant labor, who had hoped to obtain fame and fortune as his reward, but lost his sight in its execution; and, when leaving the hospital of the prison, was compelled to sacrifice for sustenance the fond production of years of anxious solicitude. The other splendid efforts of genius were produced by two of the prisoners, who dedicated to them all the years of their confinement, and also spared neither pains nor expense to render the models worthy the acceptance of the extraordinary man whom they suffered for serving.

Several of the models were valued at from 70*l.* to 80*l.*, and the collection has been estimated at 2,000*l.* For the "Matchless," alone, the collector was offered 150*l.*, but no sum, however great, would have induced him to part with it.

*From the London Times.*

**IMPORTANT NAVAL DISCOVERIES.**—Rumors have for some time past reached our ears of certain discoveries which are likely to alter the aspect of war all over the globe, and vest the dominion of the seas in the power that possesses the secret. Towards the close of William IV.'s life, his attention was called to the alleged inventions of a seafaring man, who had

from his earliest years been practically conversant with naval gunnery in all its branches, which discoveries were announced as involving the annihilation of every known system of naval warfare. The King saw and conversed with the projector, and referred him to the late Sir Richard Keates and Sir Thomas Hardy. Sir Richard Keates, in company with a naval officer of forty years' service, yet alive, who fought at Traialgar, and was the companion of Sir Sydney Smith in most of his exploits in Egypt, and therefore no likely person to underrate the powers of the British navy, witnessed some experiments, and afterwards reported to his Majesty that no ship in his navy, nor any garrison on shore, could resist this stupendous combination of forces. It was instantly agreed that the inventor should be remunerated amply for his pains, and the secret preserved, in mercy to mankind, until some crisis should occur to compel England for her own safety to resort to its use. Before the necessary arrangements could be completed, King William died. Lord Melbourne, when applied to after his Sovereign's demise to complete the contract, at first pleaded occupation, then her Majesty's coronation, next expressed a doubt and wished for further trials, and at last stipulated that an unconditional disclosure should be made to the Lords of the Admiralty. The projector who had expended in perfecting his invention upwards of 35,000*l.*, and had involved himself in the most distressing embarrassments in consequence, very naturally refused. But he offered repeatedly to submit his discoveries to any three naval officers whom Lord Melbourne should himself select, and would abide by their report. Lord Melbourne at one time tempted him to hope, at another asked for delay as a favor; but, to abbreviate this portion of our statement, kept the inventor under the torture of suspense for upwards of two years; and at last, when applied to for a small advance of money, until he could be fully assured of the validity of the inventor's pretensions, has refused, to quote his Lordship's own words from his own letter, "to authorize the payment of any sum of money whatever in the present state of circumstances."

When the projector found all his offers of submitting his invention to the inspection of officers appointed by Lord Melbourne, rejected or evaded, he put himself to the great cost of exhibiting some of them to four very competent judges, who witnessed a trial of them on the 25th of last month. These judges consisted of two naval Lords, one a peer, and the other a member of the House of Commons, a distinguished Admiral, once a Lord of the Admiralty, and the experienced naval officer to whom we have already alluded as associated with Sir Richard Keates, and they all reported to Lord Melbourne in terms favorable to the invention—terms stronger than any we have yet used. But Lord Melbourne still declines to do what he knows he would long ago have received William IV.'s commands to do, had that patriotic monarch been yet alive. And why is this? Is it that Lord Melbourne doubts the existence and efficacy of the powers in question? His Lordship is fully convinced of their reality by the testimony of competent judges. How long will a mighty and puissant nation allow its patience to be so abused? Whatever may now be the result, so far as the inventor is concerned, great is the culpability of Lord Melbourne, and most seriously the responsibility he has incurred to his country and mankind. This might, but for Lord Melbourne's submission to the cupidity of sundry Admiralty officials, whose selfishness has overreached itself, have been retained as a close state secret, our navy might still have existed, but now that the inventor is compelled to go abroad, or appeal publicly to his countrymen, the destruction of our wooden walls by a foreign foe, or its disuse by ourselves, is inevitable, for John Bull will not submit to pay hundreds of thousands of pounds to build a ship, which at three miles distance may be sent into fragments in a moment.



**QUICK WORK.**—A late English paper relates a remarkable instance of despatch at one of the great dock-yards in England. An order for preparing the *Howe*, a three-decker of 120 guns, arrived at Sheerness. The huge ship was accordingly taken into the basin at half-past 12 o'clock, thence into one of the dry-docks, with all her masts, guns, stores, and every thing on board. The water was pumped out by the steam-engines, she was blocked up, her bottom examined, and her copper repaired where necessary, and she was ready to go to sea the same evening. The following day (Friday) she was taken out of dock. Thus the whole process of docking, undocking, cleansing, and examining the bottom, and repairing the copper of a first-rate ship of 120 guns, with all standing, was completed in the short space of 24 hours, and, had it been necessary, it is said it might have been completed even in less time.

**NAVAL PREPARATIONS OF ENGLAND.**—The *Brighton Gazette* says: "Very active efforts are making at Portsmouth to procure men for the navy; and if necessity should arise, the out-pensioners of Greenwich Hospital will be called on and surveyed for service. The greatest activity is also manifest in the several dock-yards. At Plymouth, the *Caledonia*, 120, and *Calcutta*, 84, are ordered for commission; and at Portsmouth, the *Pembroke*, 72, and *Illustrious*, 72. The *Britannia*, 120, is being equipped with every possible despatch, to take out the new commander-in-chief to the Mediterranean, (at present not positively known,) and several more large ships are in active progress for the pendant. The brig *Pantaloon*, 10, Lieutenant Tryon, has been despatched to Belfast, to bring here volunteers for the navy. The *Belleisle*, 72, Captain Nicholas, left Malta for England on the 1st instant, to proceed to Plymouth to have new capstans and other requisites, but will return as soon as completed. The *Inconstant*, 36, Captain Pring, is ordered to proceed forthwith to Gibraltar, with some companies of artillery and their materiel. A very large quantity of the munitions of war has been lately shipped to Gibraltar.

**GIBRALTAR, August 15.**—Our arsenal, which has been so long dormant, is suddenly roused into action; and extraordinary activity now prevails in that establishment. A frigate, after taking on board 15,000 muskets and some artillery-men, put out to sea; its destination is not positively known, but is supposed to be the Levant.

To-day a ship of the line under the English colors passed the Straits, and pursued its course without stopping, to the Levant. It seems that England is sending all the naval force that can be spared to the Levant.

**NEW MUSKET FOR THE BRITISH ARMY.**—About four weeks ago the master general of the ordnance, Sir Hussey Vivian, issued instructions that two muskets, on an entirely new principle, which had been submitted to him by a London manufacturer, should have a fair trial. The muskets were accordingly forwarded to Woolwich, and placed in the charge of an intelligent corporal, with orders that 1,000 rounds of ball-cartridges should be fired from each, for the purpose of testing their capabilities and ascertaining their good or bad qualities. The corporal selected two experienced gunners, and the men have attended every day at the butt in the royal arsenal, to practice with them. The trials of the muskets have now been completed, and the ease, rapidity, and precision with which they can be used, has afforded the greatest satisfaction, and even surprise, on account of the simplicity of their construction. On Friday they had to endure a severe trial, 100 rounds having been fired as fast as the men could load, at the rate of about 10 shots in four minutes; and although the barrel be-

came quite warm, the men did not apprehend any danger, and none took place. This was singular, as 100 rounds was rather a bold experiment without cleaning. The barrel of this musket is of the same length and thickness as those used by the soldiers of the line at present; the only difference is, that the touch-hole, instead of being placed at the side, is under the stock, immediately under the trigger, which is secured from the possibility of discharging the musket by accident, even under the most careless circumstances. Instead of flints, percussion caps are used, and the force necessary to ignite them is effected by a steel spring about seven inches in length, and so simple that it can scarcely ever get out of order. Owing to the construction of the locks of the present muskets, the stock is much weakened by having to cut out a portion for their reception, and 20 screws are required to fix the various parts to each other and to the barrel. By the new plan, which is secured by patent, five screws only are required, and there is no cutting requisite for adjusting it to the stock and barrel. When the 1,000 rounds have all been fired from the muskets, a report will be given to the master general, and there is every probability that they will be adopted without delay. It is stated that the East India Company have already given a large order for this pattern musket, to supply a portion of the troops under their control.

The preparations for war of our French neighbors, that at the present time are causing so much talk, are not of yesterday. For years back they have been building more ships of war than were demanded for a peace establishment; and the greatest improvements have been making, and are still making, in their harbors, for the accommodation of ships of war and armed steamers. The latter example especially ought to have been imitated by this country ere now, seeing that, in the event of a war with France, there is not a single port, from the Thames to Portsmouth, a distance of 150 miles, in which a ship of war, steamer, or merchantman of any size, could take shelter, even at high water, and when it is low water the apologies for harbors along this coast are generally completely dry.—*Dover Chronicle, Aug. 10.*

**BRITISH NAVY.**—We have 76 sail of the line available for service afloat, of which 22 are in commission. Of the remaining 54, one-third at least require extensive repairs before they can be equipped for service, leaving about 36 for future supply; a force, supposing it to be fully equipped, little stronger than that of the Russian fleet in the Baltic.

Of the 22 sail of the line, building and ordered to be built, there are not above six so far advanced to completion as to be available within six months after a war might break out; because the artificers of the dock-yards would be first employed upon the ships afloat, which would fully occupy their time and exertions for three months at least.

The account would therefore stand thus:—

Guns.	Afloat.	Building.
120 .. ..	10 .. ..	3 .. ..
110 .. ..	1 .. ..	8 .. ..
104 .. ..	5 .. ..	— .. ..
92 .. ..	1 .. ..	2 .. ..
90 .. ..	— .. ..	3 just ordered.
84 .. ..	11 .. ..	— .. ..
80 .. ..	1 .. ..	7 { 2 or 3 half built,
78 .. ..	9 .. ..	others not so much.
72 .. ..	38 .. ..	— .. ..
70 .. ..	— .. ..	2 not half built.
Total...	76	22

As to the efficiency of our Mediterranean fleet, the letter of a correspondent, which has reached us whilst we are writing, and for whose veracity we can pledge ourselves, contains the following pleasant illustration:

You know what I have often said to you—'large ships and large guns are no force without a proper and sufficient number of men to work them;' and how is this effected in our large line-of-battle ships in the Mediterranean? by quartering almost the whole of the marines at the great guns; the seamen, as in Nelson's day, are not enough to work them. In one large line-of-battle ship, not above seven or ten marines were left for small arms, while the French ships of a similar class had, beside their complement, near 200 supernumeraries. Every one must admit, that rather than the great guns should not be manned, the small arms should be abandoned; but the necessity of small arms has been too often developed, to think of dispensing with them altogether. The Victory alongside the Bucentaure, a strong case; Phœnix and La Didon another; fresh in the memory of war sailors. —*United Service Gazette*.

**THE LONDON.**—This fine ship, of 92 guns, was commenced in 1827, and it is expected to be launched in the course of the present, or early in the ensuing month, at Chatham. Her dimensions, &c., are as follows:—Extreme length 242 feet; breadth, 54 feet 3 inches; height aft, 57 feet 6 inches; height afore, 50 feet 9 inches; length of lower deck, 205 feet 6 inches; depth of hold 25 feet; tonnage, 2,602 tons. Lower deck; guns, six 68-pounders, each weighing 65 cwt., and 9 feet in length; twenty-six 32-pounders, each weighing 56 cwt., and 9 feet 6 inches in length. Upper; four 68-pounders, each weighing 65 cwt., and 9 feet in length; thirty 32-pounders, each weighing 56 cwt., and 9 feet 6 inches in length. Quarter-deck and fore-castle; twenty-six 32-pounders, each weighing 41 cwt., and 8 feet in length. Congreves. Total, 92 guns. Total weight of metal, 3,804 lbs. broadside, 1,658. The foremast is in length 113 feet 7 inches; and in diameter, 37 inches; the main-mast is 121 feet 9 inches long, and 40 in diameter; the mizenmast is 77 feet 8 inches long, and 26 in diameter; the bowsprit is 76 feet 3 inches long, and 43 in diameter.—*Kentish Mercury*.

**WORDS OF COMMAND FOR PRIMING, LOADING, AND FIRING, IN CROMWELL'S TIME, viz., 1649.**—1. Balance your musket in left hand. 2. Find your charge. 3. Open your charge. 4. Charge with bullet. 5. Put your scouring stick in your musket, (ramrod.) 6. Run home your charge. 7. Draw forth your scouring stick. 8. Turn and shorten him to a handful. 9. Return your scouring stick. 10. Bring forward your musket and poise. 11. Balance your musket in left hand, barrel upwards. 12. Draw forth your match. 13. Blow the ashes from your coal. 14. Present upon your left hand. 15. Give fire breast high.

**AMERICA AND ENGLAND—WAR.**—Were we asked by a citizen of the United States what we thought would be the result of a war between Great Britain and the United States, we would leave one-half of the subject to be treated by the mind of the interrogator himself, and should confine our answer to the following brief sentence, viz. "Most disastrous to Great Britain." Let the people of America settle the matter with their own consciences and with their own interests. It is not our part, nor would it become us, to pronounce upon the quantum of evil which might arise to the United States from a war with this empire, or whether it might not to them be altogether innoxious; suffice it to say, speaking as British subjects merely, that there is no national calamity which an honest and reasonable Englishman must in his heart so profoundly deprecate as an armed quarrel with his brethren across the Atlantic, save only national disgrace; an evil which we really hope and trust no virtuous or generous-minded American would wish to entail upon Great Britain, the land of his fathers.—*London Times*.

*From the Paris National.*

**NAVAL RESOURCES OF FRANCE.**—Considering the serious aspect of affairs, it may be well to inquire whether France has the means of making head against events with proper energy, and in every point at which she might be threatened. As the sea is likely to be the first scene of action, the naval forces of France ought to attract paramount attention. The following details will therefore be found to throw considerable light on this subject.

With the exception of some abuses and oversights, it cannot be asserted that the Minister of Marine has totally neglected the future. Since 1830 improvement has been manifest in this department, and the brilliant though futile exploits of the arms at San Juan d'Ulloa sufficiently prove that our brave sailors are quite capable of risking the chances of war. The accidental loss of two vessels has been amply compensated for by successive augmentations, and our armaments are now fully competent to withstand any difficulties which new events may throw in the way.

In the opinion of the best judges, the chief reliance of a maritime power must, in future, be placed in first-rate vessels. Men-of-war, frigates, and steamboats, must, from henceforth, constitute the real strength of the navy, to the exclusion of corvettes, sloops, brigs, gun-boats, &c., which can no longer be used with the same satisfactory results. We must now have ships-of-war for decisive actions, frigates for protecting our commerce against cutters, and steamboats for the couple object of acting as cruisers and for making a descent. These vessels will be found equally efficient for the offensive as for the defensive, and it is to them our principal attention should be turned.

The following lists will exhibit the extent and strength of the French navy at the present moment; and, in order to render the statement more authentic, it has been deemed right to give full details as to the matériel.

#### SHIPS OF WAR.

**Fitted out.**—L'Océan 120 guns, Le Montabellio 120, Hercule 100, Jena 90, Suffren 90, Inflexible 90, Diadème 86, Santi-Petri 86, Neptune 86, Jupiter 86, Trident 86, Alger 86, Triton 86, Genereux 86.

**Ready for service.**—Le Souverain 120 guns, Marengo 80, Ville de Marseilles 80, Scipion 80.

**Laid up.**—Friedland 120 guns, Jemmapes 100, Algésiras 86, Nestor 80, Couronne 80.

**On the stocks.**—Ville de Paris 120 guns, Louis XIV. 120, Fleures 100, Tage 100, Ulan 100, Dugay Trouin 100, Annibal 100, Navarin 100, Eylau 100, Valmy 100, Turenne 100, Henri IV. 100, Asterlitz 100, Wagram 100, Hector 90, Daguesclin 90, Bayard 90, Denawerth 90, Fontenoy 90, Breslaw 90, Tilsit 90, Sceptre 90, Castiglione 90.

This makes 46 vessels, 14 of which are armed and at sea, 4 fitted out and to be ready in a month, 5 afloat, unrigged, but close at hand; in all about 23 vessels almost ready for actual service, besides 23 other vessels, 15 of which are in a state of forwardness.

#### FRIGATES.

**At sea.**—Belle Poule 60 guns, Minerva 58, Amazone 52, Atalante 52, Artemise 52, Andromède 50, Gloire 50, Junon 46, Médée 46, Hermione 46, Thetis 46, Armide 46.

**Lying up.**—Surveillante 60 guns, Iphigénie 60, Indépendante 60, Melpomène 60, Uranie 60, Néréide 50, Reine Blanche 50, Cléopâtre 50, Danaë 50, Astree 46.

**Under repairs.**—Didon 60 guns, Guerrière 58, Pallas 58, Venus 52, Calypso 52, Syrene 46, Flore 46, Bellone 46, Aurore 46, Victoire 46, Proserpine 46, Magicienne 46, Érigone 40, Africaine 40.

**On the stocks.**—Renommée 60 guns, Semillante 60, Andromaque 60, Forte 60, Perseverante 60, Vengeance



60, Entreprenante 60, Semiramis 60, Duchesse d'Orleans 60, Poursuivante 50, Virginie 50, Nemesis 50, Zenobie 50, Alceste 50, Pandore 50, Sybille 50, Penelope 50, Charte 50, Jeanne d'Arc 50, Heliopolis 50.

Total, 56 frigates, 10 of which are in actual service.

The flotilla consists of 57 brigs, 33 of which are at sea, 14 lying up, and 10 building; 134 smaller vessels, 100 of which are fitted out, 24 laid up, and 10 on the stocks.

#### STEAMBOATS.

*In commission.*—Lavoisier 220 horse power, Veloce 220, Gomere 220, Sphinx 160, Ardent 160, Crocodile 160, Fulton 160, Chimere 160, Styx 160, Meteoire 160, Vantour 160, Phare 160, Acheron 160, Papin 160, Cerbere 160, Tartare 160, Etna 160, Cooyte 160, Phaton 160, Tonnere 160, Euphrate 160, Gregeois 160, Grondeur 160, Ramier 150, Castor 120, Brazier 100, Flambeau 100, Coursier 60, Erebe 60.

*Building.*—Asmodee 450 horse power, Gomere 450, Infernal 450, Gassendi 220, Pluton 220, Braudon 160, Tenare 160.

Each of these vessels carries at least six guns.—To the above number must be added the ten steamboats which have been built for the post-office, and so constructed as to be fit for the purposes of war; the names of these boats are as follows: Dante, Eurrotas, Leonidas, Lycurgue, Mentor, Mines, Rhamsès, Scamandre, Sesostris, and Tancrede, of 160 horse power each.

The above is the state of the French naval force, by which it appears that there can be brought into action in a very short period, 46 ships of the line, 56 frigates, and 48 steamers.

This *matériel* would be quite sufficient on the commencement of hostilities.

From 25 to 30 sail of the line constitute the effective strength of the best naval expeditions. Experience has shown that a greater number of vessels cannot command the same facility of evolution or the same resources for re-victualling. From the earliest periods, it has been found that fleets of from 60 to 80 sail have been of more embarrassment than service; a fact perfectly in accordance with the opinion of Lieut. Maissou, expressed in the remarkable work lately published by him on naval tactics. In no one instance have combined fleets been able to defeat less numerous but more compact sea forces. Trafalgar has furnished a proof of this principle; and it was seen that large masses of ships, when broken into subdivisions and attacked by portions, were invariably beaten. Thus a fleet of 60 sail was unable to prevent Admiral Hardy from keeping the sea with only a fleet of 25 vessels. With a similar number of ships it was found impossible to hinder Rodney from re-victualling Gibraltar, although he had only 23 vessels under his command. Admiral Howe, at the head of 32 sail, forced a passage through the Straits, although opposed by a fleet of 50 vessels. In fine, Nelson, whose authority on this subject cannot be disputed, declared on several occasions that a fleet of 40 sail could not be kept in a line, and would always be cut through by skilful manœuvres.

It is therefore evident that a fleet, composed of 25 vessels and of 30 frigates, will suffice for the first exigencies of war, having at the same time a reserve force of the same number. It should be so arranged that ships alone would keep the line; with respect to frigates, they ought to be organized in divisions as cruisers, according to the plan adopted by Commodore Warren in 1796, and by this means render them formidable to the English commerce. It would also be advisable to fit out some steam-cruisers; but their principal use would be to make a descent, and it cannot for a moment be imagined that England could prevent 50 steamboats from landing from 30,000 to 40,000 men upon her territory.

Thus, in the event of war, the chances are most favorable for France. Exaggeration, however, must

be avoided; and it must not be forgotten that England is a powerful and vigorous nation, famed for resources, perseverance, and courage. Contempt of one's enemy is a bad means of securing the victory; idle boasting and feebleness should be equally eschewed.

#### MILITARY AND NAVAL PREPARATIONS OF FRANCE.

The Siecle, alluding to the increase of the army and navy, says: "It is known that since the revolution of July, the period of military service has been reduced to seven years. The Chambers fix the amount of the annual contingents. This amount, which has not varied, is 80,000 men. The Government, therefore, can dispose of seven contingents, viz. 560,000 men. It is true that, at the end of each year, the best soldiers are liberated from the service, but they are not on that account taken from the national defence; for they are liable to serve in the moveable national guard for seven years more. If France had occasion to call up this important reserve, it could furnish 300,000 men accustomed to military discipline, and trained to the use of arms. The effective force of the budget of 1814 is 317,826 men and 64,242 horses. These forces should be thus distributed: for the divisions of the interior, 279,826 men and 54,665 horses; and for Algeria, 38,000 men and 9,577 horses. But in reality the present effective force is—Divisions of the interior, 264,631 men and 49,931 horses, and for Algeria, 60,731 men and 12,108 horses; making 335,342 men and 62,034 horses. The two contingents called upon by the ordinances will supply 100,000 men, and will make the effective force 440,000. But these, we repeat, are not the only forces of which the Government can dispose without calling the Chambers together.

"It can call up the seven contingents which have been voted, and raise an army of 500,000 men, or 450,000, deducting the losses experienced since 1833, and the troops employed in Algeria. The only difficulty is, in procuring with promptitude cavalry horses fit for a campaign. A precedent established in 1815, furnishes the means of nearly completing the cavalry line, by taking, at prices to be agreed upon between the parties, 6,000 horses of the gendarmerie. For the light cavalry we must have other means, and to these the attention of the Minister of War has already been turned.

"The French naval force now afloat in the Mediterranean comprises thirteen sail of the line, from eighty guns upwards. Eight of them are in the Levant, four at Tunis, one at Toulon. Government will, no doubt, reunite the two squadrons, to avoid either of them being exposed to a contest with unequal forces. At Toulon there are three eighty gun ships, and one a hundred and twenty, which could put to sea in six weeks; and the Marine Department could finish and fit out, within three months, eight other sail of the line, with ten or twelve large frigates."

"They talk" says the National, "of casting cannon, of calling out 500,000 men, and of confiding the defence of the towns and of the frontiers to the reserve of the National Guard."

**FRENCH NAVAL FORCES.**—"The five ships of line now afloat," says the Constitutionnel, "and ready to be fitted for sea, in execution of the ordonnance of the 29th ult., are the Friedland of 120 guns, Jemappes of 100, Inflexible of 90, Nestor of 84, and La Couronne of 82 guns. There are also in the same state twelve frigates of from 60 to 62 guns; nine steam ships, two of them of 450 horse power, one of 320, two of 220, and four of less force, are ready to be launched." The "National" estimates the total naval force of France at twenty-three sail of the line in service, or ready for sea within a month; twenty-three others in an advanced stage of construction, all being of 80 guns and upwards; fifty-six frigates, of which twelve are in commission; fifty-seven brigs, of which thirty-three are in commission; one hundred and thirty-four small vessels, of which one hundred are in commission;

twenty-nine Government steamers, now at sea, carrying each 6 guns; seven building, and ten post-office steamers, capable of serving as war steamers.

The Minister of the Marine has directed an alteration in the works going on at the harbor of Dieppe, so far as to make the basin in its entry and interior capacity of sufficient depth to receive the large steamers to be employed in transatlantic navigation, in case of their being driven in by stress of weather or other accidents.

The "Univers" states that the Minister of Marine has sent orders to the Maritime Prefect of Brest to reinforce the French naval station of Newfoundland with a frigate and two large corvettes. "These vessels" adds the Univers, "will, in case of need, make our fishing vessels sail homewards, and will convoy them."

The ordinance for raising 10,000 seamen is a nullity. The thing is impossible, either in France or in England, in less than six or twelve months. In France the entire amount of seamen, men and boys, does not exceed 40,000. Of these, 14,000 are afloat in the King's ships, the rest are employed in the commercial navy. They may draft land conscripts into their ships, but of what use are they likely to be? There will, however, be no war; of this we feel confident.

The following account of naval preparations at a single port of France, is copied from the Constitutionnel. Similar movements are making at Toulon, Brest, Cherbourg, and other places:

"The Constitutionnel announces, in a letter from L'Orient, dated the 14th instant, that the armaments ordered by the ministry are proceeding with an activity which could only be compared to that observable in French harbors during the wars of the empire. The vessels now arming at L'Orient are, the Jemappe, a new ship of 100 guns; the Artemise, a frigate of 50 guns; the Berceau, a new corvette of 30 guns; La Peyrouse and Alcibiade brigs of 20 guns; the Turquoise schooner, of 4 guns; and the Brandon and Gassendi steamers, of 6 guns. The vessels on the stocks ready for launching (part of the ships which the English admiralty scribes assure us exist only in name) are—the Semillante, Andromaque, and Penelope frigates of 60 guns; The Duchesse D'Orleans, a frigate of 50 guns; and the Baucis, Decidee, and Levette schooners, of 4 guns. The ships remaining on the stocks are the Bayard and Wagram of 100 guns; the Donawirth, Annibal, and Duguay-Trouin, ships of the line of 80 guns; the Vengeance frigate, of 60 guns; the Entreprenante frigate, of 50 guns; the Meurthe, corvette of 30 guns; and the Asinodée steam-frigate, of 350 horse power, mounting 30 guns. Two more steamers of 220 horse power are about to be laid down.

**FRENCH NAVAL PREPARATIONS.**—A Toulon letter of the 6th instant says: "The orders for fitting out the additional naval force have arrived. Inspectors have already visited all the ships and frigates of the rates indicated, and decided upon those which are to be put in commission. The Souverain will be the first ready to take the sea, as she only wants a few men to fill up her complement, and the Ville de Marseille will not be many days after her. It is believed that this port will also furnish the Couronne and Nestor of the line for the new armament, besides several frigates and smaller vessels."

**GETTING UP STEAM.**—Lieutenant Janvier, of the French navy, is said to have discovered the means of getting up the steam of engines with such rapidity, that in ten minutes from the first lighting of the fire, and although the water in the boiler be quite cold, a vessel may be set in motion. This is, it is added, to be accomplished without any additional apparatus, and very little expense.

**THE EXPECTED RESULT OF THE ANTICIPATED FIGHT BETWEEN FRANCE AND ENGLAND.**—Should Mehemet Ali resist the injunctions of the four Powers, an English fleet, together with an Austrian fleet, is to blockade the coast of Syria and Egypt. Provisionally, Admiral Stopford's squadron is to prevent Ibrahim's army from receiving any supplies by sea, and carries out arms, provisions, and ammunition, for the insurgents. This is to be the first series of coercive measures. This Machiavelian policy is intended to exasperate Mehemet Ali into doing something which may serve as a pretext for a combined attack from England and Russia. If Ibrahim's army should pass the Taurus, and in that case a Russian army will land at Constantinople, and an English fleet will penetrate into the sea of Marmora. This is the secret object of the treaty. This is the object of the compact between England and Russia; (*pacte du diable*.) Each of the contracting parties has obtained its object. The Russians set foot at Constantinople, and the English force the Dardanelles. As to Prussia and Austria, they are to have the crumbs which fall from this feast, should Providence permit it ever to take place.—*Paris paper*.

**RUSSIAN NAVY.**—Baltic fleet, three ships of the line of 110 guns; six do., 84; nineteen do., 74; two frigates of 54 guns; seventeen do., 44; three corvettes of 32, 26, and 24 guns, respectively; and twelve brigs of 20 guns. Black Sea fleet—two ships of the line of 110 guns; eight do., 84; twelve do., 74; eleven frigates of 44 guns; and eight brigs of 20 guns. The number of sailors is 49,500, but the crews are afloat only during the summer. Most of the ships carry more guns than they are rated at, but they are badly built, and last, on an average, only nine years.—*Paris Temps*.

**DR. JOHN McARTHUR.**—This gentleman, so long and well known as the author of the "Principles and Practice of Naval Courts Martial," and a "Life of Nelson," died at his residence, Hayfield, Hants, on Thursday, the 30th July, in his 85th year. Dr. McArthur, in 1780, published a work entitled "The Army and Navy Gentleman's Companion," displaying the intricacies of small-sword play, and reducing the art to the most easy and familiar principles.

*From the Westchester, N. Y. Republican.*

**ANOTHER REVOLUTIONARY PATRIOT GATHERED TO HIS FATHERS.**—Died, on Saturday last, the 12th inst., in the 90th year of his age, Capt. ISAAC CONCKLIN, an old and highly respectable inhabitant of this village. He has for many years received a pension from the Government as an honorable reward for his meritorious services in assisting to establish the liberties of his country, which as a citizen he has uniformly exerted his best endeavors to strengthen and perpetuate. He has been permitted to live to a good old age, and to have enjoyed the pleasing consolation of having realized the blessings which a free government imparts to its citizens, to see its towering enterprise unfolding its usefulness, and its character and advantages acknowledged by the civilized world.

In the private walks of life Captain Concklin was what is justly considered the noblest work of God, an honest man; and in the discharge of his domestic duties, he knew no compromise between right and wrong, but his straight forward course was that of strict and impartial justice to all.

There are several interesting anecdotes of his perilous adventures during the revolutionary war, which we have heard from his own lips, but which we, at present, cannot correctly call to mind but may hereafter introduce them in form and substance as they then took place.

The remains of this old patriot and respected fellow citizen were interred with military honors, and was attended to the grave by Capt. Hawes' company



of Jefferson Gaurds and the largest concourse of citizens ever before witnessed in this village on a like occasion, where his ashes will mingle with those of his friends and relatives.

Since writing the above we have been obliged with the following, from the office of the Democrat:

At the commencement of the Revolution, Captain Concklin entered the continental service, being at that time about 19 years of age. All that he possessed was a small sloop, called the Clinton, of about 20 tons burthen, which he enlisted also, and in conveying ammunition and provisions on the Hudson, during the greater part of the war, to such places as the wants and movements of the army required, he rendered his country essential service. He held from the commencement the confidence of those in command, and in no instance was that confidence abused. One of his most remarkable achievements, and which would have been related ere this in story and in song, if performed by one in a more exalted station, occurred in the latter part of August, 1777. He received orders whilst at Dobbs' Ferry, to repair with his vessel to West Point, to take on board a quantity of powder, and convey it to Albany without delay, as the army at Saratoga were destitute, and unless relief was offered soon, Gen. Gates had written that he would be compelled to retreat. With no other assistance than a lad 17 years of age, by the name of Meeks, he proceeded to West Point, and took in a full supply of ammunition. The officer in command at the Point, thought it advisable for a guard to accompany him, but to this the "boy commodore," as General M'Dougal styled him, demurred. "Your soldiers," said he, "are unacquainted with the water, and instead of being useful, will have a tendency to prolong the voyage."

The commanding officer, convinced by the force of his objections, suffered him to take his own course, but at the same time reminded him of the critical situation of the troops at Saratoga; from which, proper exertions on his part might possibly relieve them. At this time a storm from the northeast was raging violently, and the wind in the Highlands was blowing a gale. Contrary to the advice of many, the young captain with his only companion, Meeks, set out for Albany. For several hours he beat from one shore to the other, endeavoring to stem the gale, without making any headway, and was on the eve of running in shore, when the wind suddenly changed, blowing equally as strong from the south, which enabled him to reach Albany in the remarkably short period of twelve hours. Three cheers greeted the captain from the soldiery stationed at Albany, when it was announced that the needful was on board the little Clinton.

No time was lost in landing and conveying the powder to Gen. Gates, who on learning the circumstances exclaimed, "the country may regard that youth as our deliverer from a disgraceful defeat." The Clinton proceeded down the river immediately, ready to engage in some other enterprise, and arrived at West Point within thirty-six hours from the time of leaving. The commanding officer believing it impossible that the trip could be performed in so short a time, and concluding that the captain of the Clinton had for once proved treacherous, and made an improper disposal of his charge, met him at the wharf in a rage, with sword drawn, denouncing him as a traitor, &c. Unaccustomed to such a reception, Capt. Concklin retreated to his vessel, armed himself with his boat hook, and placed himself in a posture of defence, at the same time throwing a message from the officer in command at Albany at the colonel's feet. The contents soon convinced the overhasty colonel, of his error, and caused him to ask forgiveness for the insult offered, which was readily granted.

In the same year, he received orders to convey 300 barrels of flour from Stoney Point to West Point, and for the better security of the cargo, a number of soldiers accompanied him. He had scarcely set sail,

when the enemy from the bay below gave chase. The officer in command of the soldiers on board becoming alarmed, in opposition to the captain's expostulations, compelled him to run in shore, when they to a man retreated to the mountains, leaving the young commander and his faithful companion Meeks, to avoid being captured by the enemy as best they could. Nothing daunted he again proceeded, one barge of the enemy being in close pursuit. Providence again interposed. As it was nearly dark, and a gust of wind and rain, (very common in the Highlands,) approaching at the same time, he was enabled to outsail his pursuers. He reached West Point the same night, to the great mortification of the officer who abandoned him. When the circumstance was made known, the officer was deprived of his commission for his cowardly conduct.

He at that time accompanied an expedition into the interior of this county, for the purpose of obtaining provisions for the army, but becoming disgusted with their conduct he left them privately and returned to the camp. When asked by General Putnam why he returned, he replied: "For my country I am willing to toil, but to take the property of our friends by stealth, which would be of no service to us, without rendering an equivalent, I will not." He continued in the service until the close of the war, when he settled in this village, where he continued to reside until his death, living a life of industry and usefulness. He has left behind him the name of an honest man, and numerous proofs that from early life, until the day of his decease, he was warmly attached to his country's institutions. Thus time, one after another, sweeps away the last living vestiges of the American revolution; and who so lost to all grateful reflections, that does not on such an occasion feel constrained to drop a tear to their memory?

A PRETTY SIGHT.—We know not when we have seen in the streets a more agreeable sight than that of the naval apprentices of the United States ship Delaware, moving in regular order, two by two, the tallest in front, which we saw on Sunday last as the young tars were going to church. There were about forty or fifty, we believe, and were headed by two midshipmen in uniform, and two solemn-looking veteran sailors closed the procession. The boys are fine hearty young fellows, and are attired in the full garb of the well-dressed sailor—with blue jackets and loose white trowsers, with white shirts with their blue nankin collars spread over the collar of their jackets, and guarded by a black handkerchief tied in a genuine sailor's knot. They attend Divine service regularly at the Episcopal Church, of which Captain Charles W. Skinner, the commander of the Delaware, is a member, and under whose eye the apprentices remain while in church. Their behaviour is orderly, and in every respect becoming.

There is great propriety in requiring the apprentices to attend service every Sabbath, as the moral instruction which they there receive cannot but be beneficial in the highest degree; but here is a minor object attained by their attendance which should be duly estimated—the constant exhibition of the naval apprenticeship system to the public at large. The subject is of such vital importance to the morals and reputation of those who are destined to defend our flag on the deep, that it ought to be kept perpetually in view. The apprenticeship system is one of the best schemes of the day, and is truly republican in its ends and objects. It seeks to raise the sailor to the level of a responsible, intelligent, and virtuous freeman, and to elevate labor at sea to as honorable a grade as it justly holds ashore. It will destroy the contemptible but too common notion that would deem profanity, extravagance, lewdness, and recklessness, as necessarily connected with good seamanship, and will prove that a sailor may be highly accomplished in his profession, and yet merit the respect of the temperate and the good.—*Norfolk Beacon, Sep. 16.*

## WASHINGTON CITY, THURSDAY...SEPTEMBER 24, 1840.

An exposé of the affairs of this paper, intended especially for the officers of the army and the navy, is in the course of preparation, and will be forwarded in one of the numbers as soon as completed, which will probably be in a few days.

The brig *Consort*, lately employed in surveying on the coast of Georgia, is now preparing for sea at New York, and will shortly sail under the command of Lieut. LEVIN M. POWELL, on a survey of the coast, from Apalachicola bay to the mouth of the Mississippi river. For officers ordered to report to Lieutenant POWELL, see navy head.

Lieutenant Commandant GLYNN is under orders to prepare the charts of his recent surveys.

Mr. Sebanole, an officer in the navy, inflicted severe personal chastisement on Samuel Medary, editor of the *Ohio Statesman*, in the streets of Columbus, a few days since, for publishing a wanton libel on the character of his mother — *Phila. Saturday Evening Post*, Sept. 12.

[Persons might search the Navy Register in vain for such a name as *Sebanole*, or any thing resembling it and those who had not read an account of the transaction in other papers would scarcely dream that the name of the officer alluded to is *Schenck*. Of all the amusing blunders that we have met with lately, in misprinting names, this is about the greatest. — *Ed. A. & N. C.*]

### Correspondence of the Army and Navy Chronicle.

FORT JESUP, Lou., Aug. 27, 1840.

We have not received a Chronicle for about six weeks, owing to the entire failure of the contractor on the mail routes between this place and New Orleans. He has been several times reported to the Department, and it is hoped that the Postmaster General has ere this taken measures to re-establish our communication with the world. The steamboats have brought our mails *irregularly* from New Orleans to Natchitoches; but there is only one running at this time between those places, making her trips in twelve days, and bringing a mail *only when convenient*. Red river is falling, and will soon be too low to float a boat over the rapids at Alexandria; and perhaps, as was the case last year, boats will not be able to cross the bar at the mouth, in which event we will be entirely cut off. This state of things is truly lamentable, and ought to be remedied as soon as practicable. There is no military news in this quarter. Texas is quiet, and *very* sickly.

You will see by the statement\* I send you, that one of the companies, Captain Macrae's, detached from this post in December last, has returned; and as the necessity which caused their removal to Fort Smith has ceased, it is hoped that General ARBUCKLE will, in the course of the coming autumn, direct the return to the head-quarters of the regiment of the two other companies, F and K, detached at the same time. — There is a great deal of work to be done here during

the fall and winter, and on *that* account (leaving out of view other strong and obvious reasons why the permanent garrison of this post should consist of *at least four companies*) it is important that our force should be increased.

The officers' quarters are in a very decayed state; and, in a word, all the buildings (except four sets of company quarters finished last winter) are so near falling down, as to render them very unsafe. They will require as much work to repair them as to build new ones. I am happy to inform you that Captain MACRAE has so far recovered from the amputation of his leg, as to be able to move about on crutches.

[\* We return our thanks to our correspondent for the list of the stations of the 3d infantry, which we should have published, but for the fact of the whole regiment having recently been ordered to Florida. This, of course, changes the stations of all. — *Editor.*]

### ARRIVALS AT WASHINGTON.

Sept. 17—Lieut. R. D. A. Wade, 3d arty., N. Frye's  
Capt. C. Graham, Top. Engrs., Union Club  
Lieut. J. W. Gunnison, do Fuller's  
19—Lieut. R. P. Maclay, 6th infy., Gadsby's  
20—Capt. C. O. Collins, A. Q. M., Fuller's  
22—Lieut. A. W. Reynolds, 1st infy., do

### PASSENGERS.

CHARLESTON, Sept. 15, per steam packet Beaufort District, from Savannah. Lieuts. R. D. A. Wade, and J. W. Gunnison, of the army.

SAVANNAH, Sept. 10, per steamboat Santee, from Black creek, Lieut. J. W. Gunnison, of the army. Sept. 12, per steamboat Forrester, from Black creek, Lieut. R. D. A. Wade, of the army.

## Communications.

### NOTES AND REMINISCENCES

OF AN OFFICER OF THE ARMY.—NO. IX.

The 10th of October had been named by the traders, and agreed to by the commanding officer, as the very last day of our stay waiting for them. The time approached—the weather was growing cold. We had frosty mornings, and the summer clothing of the men was nearly worn out. The 10th came, and no caravan; it was determined to wait *one day longer*; and accordingly, having waited during the 11th, the next morning, at sunrise, one gun was fired, and we turned our faces homewards.

About 9 o'clock horsemen were seen following us at full speed; the battalion was halted, and disposed for action, covering the baggage. As they approached in view of this preparation they drew rein, and the commanding officer and his staff advanced to parley, but soon discovered that they were white traders; the caravan was a few miles beyond the river; our cannon shot had been heard, and these men sent on to overtake us. We proceeded to the nearest fit camping ground, and established our camp. We learned that the caravan was accompanied by an escort of a company of regulars, and a body of Mexican militia, or Indians. Major R. had written to the chief of the province of Santa Fe, requesting this co-operation in the protection of a trade beneficial to both countries; and Colonel Viscarro, Inspector General of the Mexican army, happening to be there, had volunteered to conduct a command accordingly.

A day or two before, they had been visited by several hundreds of Ar-ra-pa-hoes and Camanches, (ou-  
old friends,) who were on foot, and seemed to be on



a horse-stealing expedition. They pretended friendship, as the best way, doubtless, of effecting their purposes. A guarded intercourse took place, and Col. V. was warned by some of his Indians, and the traders, not to trust them; at last, as Colonel V. was talking to their chief, the latter, being a few feet off, presented his gun and fired. One of the Colonel's Indians, who had been most suspicious, and stood by watching, with heroic devotion sprang between, just in time to receive the ball through his own heart.—He had a brother near by, who, as the Indian chief turned to fly, sprang upon him like a tiger, and buried his knife to the hilt in his back. Almost at the same instant another chief fell, by a shot from a trader, who had marked him in anticipation of the result. The Indians fled, and many of the Mexican militia and the traders pursued them on horseback. The ammunition of the Indians soon gave out, and their pursuers would overtake them in succession, dismount, fire, take the scalp—without being particular whether the man was dead or not—reload, and pursue again; several of the traders were mentioned as having killed three or four in this manner—like turkey shooting—and perhaps nothing but nightfall saved the whole party from destruction. It was not ascertained that the Mexican regulars shed any blood on the occasion; but, on the other hand, we were assured that the cruelty and barbarity of some of the Americans disgusted even the Mexicans and Spaniards; that they scalped one Indian at least, who had life enough left to contend against it, though without arms; and they undoubtedly took the skin from some of the bodies, and stretched it on their wagon bodies. I myself saw several scalps dangling as ornaments to the bridle of a trader.

Several of our officers returned with a trader to conduct the caravan to our camp; they arrived in the course of the day, and encamped near by. That evening Captain W. invited Colonel Viscarro, Captain Obrazo, and another gentleman, secretary, and since Governor of Santa Fe, with whom he became acquainted before they arrived, to sup at our tent. I distinctly remember the feast we gave them. Seated cross-legged around a green blanket in the bottom of the tent, we partook of bread, buffalo meat, and, as an extraordinary rarity, some salt pork; but to crown all, were several large raw onions, for which we were indebted to the arrival of our guests; a tin cup of whiskey, which, like the pork, had been reserved for an unusual occasion, was passed round, followed by another of water.

Colonel V. was a man of fine appearance, and of perfectly dignified and gentlemanly manners. His horsemanship—extraordinary for a Spaniard—had been witnessed that day by Captain W.; an immense drove of horses, &c., which they brought was frightened, and disposed to run; he rode at full speed to prevent it, and seemed in many places at once; stopping his horse, with the aid of the unmerciful Spanish bit, in full career, more suddenly than if shot, and, thrown on his haunches, would whirl him round, and cause it to plant the fore feet at equal speed in an opposite direction. On the march he had pursued a noble wild horse, which baffled all others, and being both at utmost speed had thrown his lazo, for a fore foot, and caught it! Unfortunately the shock broke the poor animal's leg, when the Colonel drew an arrow, and shot it through its heart.

The next day we had time to look about us, and admire the strangest collection of men and animals that had perhaps ever met on the frontier of the United States. There were a few Mexicans—creoles—polished gentlemen, magnificently clothed in Spanish costume; a large number of grave Spaniards, exiled from Mexico, and on their way to the United States, with much property in stock and gold—their whole equipage was Spanish; there was a company of Mexican regulars, as they were called, in uniform, (mere

apologies for soldiers, or even men;) several tribes of Indians, (or Mexicans,) much more formidable as warriors, were grouped about with their horses, and spears planted in the ground. Frenchmen were there *of course*; and our 180 hardy veterans, in rags, but well armed and equipped for any service; four or five languages were spoken; but, to complete the picture, must be mentioned the 2,000 horses, mules, jacks, &c., which kept up an incessant braying. The Spaniards and their attendants were in motion, throwing the lazo, catching wild mules, and others dashed off after buffalo, which seemed disposed to send representatives to this congress of the men and animals of two nations. I remember, too, that some Camanche dogs came over the hills into camp, from a direction opposite to that of the march of the Mexicans; but this strange circumstance was hardly noticed, though I did hear some one ask, "where the d—l did those wild geese come from?" as a pair of them with broken wings were seen dodging about.

The battalion was reviewed and drilled for the edification of the Mexican officers, and then a company of light infantry, at the old tactics, (which being admirably suitable, and truly American, has been dropped.) Afterwards we visited the Mexican camp, when their motley force was drawn up; to judge from the appearance of their arms, &c., a volley from the regular company, at fifty paces, would have proved of small consideration. After their dismissal, we fell in with a group who were singing, and introduced, in some way to their conclusion, the name of GEORGE WASHINGTON; whereupon one of them advanced, hat in hand, for a collection. Their officers were much mortified, and kicked him off; while we considered it laughable to be thus called upon, in consideration that a single piece of money was unknown in our camp, where the very existence of a "circulating medium" had been so long useless as to be almost forgotten.

I saw a characteristic exploit of one of the southern mongrels—a camp follower. He rode a blindfolded, unbridled donkey in pursuit of a buffalo, at which he continued to snap an antique fire-piece, until it was almost out of sight.

We all dined, by invitation, with Colonel V. and his officers; his tent was very large and comfortable, oval in shape, and quite roomy, although without the complicated structure of walls. We sat down, about sixteen, to a low table, all the furniture of which was silver; which, however, we scarcely noticed, in view of their inviting contents, among which was fried ham. This course was followed by another of various kinds of cakes, and delightful chocolate; and there were several kinds of Mexican wines. All had been brought, no doubt, for the occasion, direct from Santa Fe.

In the dusk of evening a large group of the Mexican Indians came into camp, bearing aloft on spears the scalps which they had lately taken, and singing Indian songs; dark figures, with matted hair streaming over their shoulders, uttering the wild notes of their deep-toned chorusses, they resembled demons rather than men. Suddenly one would enter the circle, and indulge in an extravagant display of grief, beating his forehead and breast, and howling like a famished wolf; and then dashing the scalps to ground, stamp them, and then fire his gun at them; and, after this propitiatory lament to the manes of a departed friend, or relation, he would burst forth, with the others, into the wildest and most unearthly song of triumph and exultation.

The Indian who had lost, and avenged his brother, as related, had been in camp in the day; he was a fine fellow, and seemed inconsolable. He made us speeches, unintelligible of course; but expanding his chest, and striking it forcibly with his palm, he would end them by exclaiming, "Me die for the Americans."

On the 14th of October, having relieved the Mexicans of their charge, we took a very friendly parting, and again marched early on our return. Soon after

we saw smokes arise over the distant hills; evidently signals, indicating to different parties of Indians our separation and march. Of what purport, whether preparatory to an attack upon the Mexicans, or ourselves, or rather our immense drove of animals, we could only guess. The passage over prairies with horses or cattle, while it is free from all money expense for forage, is attended with the trouble, risk, and delays of grazing. There is always danger of horses straying off, being frightened by accident, or driven by an enemy. Hopping is never effectual; and if tied with lariots, they frequently cripple or cut themselves badly before they become used to it. To provide against trouble and danger in our case, with our few cattle, a plan of camp for the return march was adopted, which enclosed them in a space large enough for grazing. The tents of three companies were pitched in single lines around three sides of a square, the parallel sides of which were equally extended by two rows of wagons, while the fourth company, on guard, completed the parallelogram.

For these places of camp, and many other benefits, we conceived ourselves indebted to our Adjutant, the lamented J. F. IZARD, who fell gallantly in Florida. As an humble tribute to the memory of so brave, so talented, so accomplished a soldier, I can truly say, that, on this expedition, he was never known to fail in the zealous, thorough, and exemplary performance of any single point, important or minute, of any duty that could possibly be construed to be his; besides frequently volunteering to perform the arduous details of others. He has gone—but has left us the bright example of his life and his death.

Unhappy Florida! Thy soil has drank the heart's blood of the army! Thou hast robbed her and the country, of IZARD, and LANE, and BROOKE, and a host of other brave spirits, whose loss is irreparable.

Our march was constantly attended by immense collections of buffalo, which seemed to have a general muster, perhaps for a migration. We found them much further eastward than we had met them. Sometimes a hundred or two—a fragment from the immense multitude—would approach within two or three hundred yards of the column, and threaten a charge, which at best would have proved disastrous to the mule-drivers and their charge. Mounted flanking-parties of traders were then kept out.

The weather was very cold, and we had generally black frosts. One day it snowed a little, and seventy mules were abandoned and left, being overcome by fatigue and cold. It must not be supposed that the prairie grass was now fit for grazing; on the contrary, so dry and rigid had it become, that it wore the feet of unshod animals until they bled; and we had to make buffalo-hide shoes for many of the oxen; but in the river and creek bottoms, particularly where there was timber, or where they had been burned early in summer, (which can always be done when they escape the previous winter,) we always found green and tender grazing, sufficient for our wants.

It is surprising in what fine training our campaign had put us all, (to say nothing of our fine health, and among the men, unable to commit excesses, not a case of sickness had occurred.) One day an immense gray wolf had the audacity to trot through the line of wagons, and I set off afoot in pursuit, regardless of the laughter of my companions, who derided the idea of outrunning a wolf. I nevertheless did overtake him, and brought him to bay, when he jumped and snapped at me, with a disagreeable clatter of tusks. I was only armed with a pistol, and unluckily, owing to a very high wind, it snapped repeatedly, and I left the gentleman to take his course; but in returning I saw a camp follower take my place, with a rusty sword, with which he attacked him. The wolf rushed at him, and received several blows over the head; when making a motion to turn tail, his antagonist as gladly seized the opportunity of doing likewise, and they exhibited the extraordinary and laughable spectacle of

two running away from each other with all speed, at the same moment.

After passing 110-mile creek, we marched twenty-five miles without water, and then found the little branch on which we depended to be dry. A hole, filled with water, was however discovered six or eight hundred yards to the left, but for some unaccountable cause we were marched near two miles further, and encamped where the country was as dry as tinder, and in fact we were threatened with fire; a long line of it extending across the immense prairie was gradually approaching. I was ordered, with some fifty men, to secure the camp, by burning round it, when a wild fellow, with a blazing brand, ran along firing so much at once that the matter was like to be made worse; it rapidly approached in a great sheet of flame to the ammunition wagon, and would have swept the camp but for the greatest exertions, to which I set the example, to the sacrifice of a cloak, and some damage to whiskers and eyebrows.

To my astonishment my mess was that night supplied with a keg of water, for which two of my men had gone, unasked, near two miles. But about midnight it commenced raining hard and steadily, and it continued for eighteen hours; and but for this, it seemed impossible that the cattle could have got on; they were few in number, and had suffered much before, and indeed the men were required to assist in pulling the empty wagons for several days' march.—The piece of artillery which had been pulled out in fine style by six mules, came back with a yoke of oxen, (which at first one mule had led.)

The next day we marched twenty-five or thirty miles through a hard rain; and bearing off to the left, struck a bold creek and encamped.

In our long absence from the world, and with so little occupation for the mind, it seemed that our imaginations had become disordered, and we had lost the power of forming a just estimate of the most familiar objects. I saw a group of officers examining, with seeming admiration, a brass-mounted rifle which they found in the hands of an Indian hunter; and when the friends of the traders met them with fresh horses from the settlements, I thought them, at a little distance, splendid stallions, when they were, in reality, work mares, though in fine order. Such questions as, "Is the President dead?" was asked of these men.

The day after the hard march mentioned above, I walked twelve miles in three hours, without the slightest fatigue. We returned by the agency on the Kansas; and the log-houses there, were the first habitations of men we had seen for five months.

Under the friendly cover of the shades of evening, on the 8th of November, our tatterdemalion veterans marched into Fort Leavenworth, and took quiet possession of the miserable huts and sheds left by the 3d infantry the preceding May. F. R. D.

#### GRUMBLERS.

MR. EDITOR: I noticed in your paper of the 30th July last, a letter of one of your correspondents, assigning his reasons for not continuing his subscription to your paper. "Irregularity of its publication," and "the insertion of articles from a class of officers termed Grumblers," are causes of the writer's discontent. Now, you may depend upon it, that your correspondent is a grumbler himself, if not in military affairs, yet, *ex cathedra*, in relation to his butcher, his baker, and his printer. Of the last he has convinced us, by grumbling against grumblers being tolerated by you. Your inveterate grumbler hates any grumbling but his own. As to his not grumbling about military affairs, perhaps he has a snug place of it somewhere, and I venture to guess that he is not in Florida, nor has he been; or, if he has, that he remained a short time.

Being a Yankee, I guess—

1st. That your correspondent does not belong to the line.



2d. That he is enjoying service in the staff; or one of the favorite staff corps; and moreover, that he is a staunch advocate for the difference of pay between the officers of the line and the staff, on the principle, that if a little is good for one man, a great deal is better for another; and that there should be a maximum and minimum in all things in general, and in army pay in particular, so that the most worthy may be recompensed with the first, and the last given to the tag, rag, and bobtail.

I also guess that your correspondent makes out a monthly pay bill thus:

Pay per month	\$50 00	Whilst a Captain in the	
8 rations, d'ble		line makes it thus:	
4 extra	13 80	60	Pay per month \$40 00
1 servant		4 rations	
3 horses	24 00	4 extra do.	9 55 80
Pay of servant	8 00	1 servt's do.	
Clothing, do.	2 50	Pay of servant	6 00
		Clothing, do.	2 50
		Command of company	10 00
House-rent & fuel			
commuted	35 00		
<b>Maximum</b>	<b>\$200 10</b>	<b>Minimum</b>	<b>\$114 80</b>

One word more to your correspondent: though he may have it all his own way as regards a pleasant station, easy duties, increased pay and emoluments, and other nice little morceaus that our worthy old uncle can furnish, he can't expect, nay, he would be right down unreasonable to wish, that our poor little struggling Chronicle should be all that it ought to be in his estimation. I advise him, when he makes up his mind to subscribe to a newspaper, to recollect that it must cater to other tastes besides his own; that its excellence consists in the variety it exhibits, having regard to good morals. Now, whilst I may like a well written article against the difference of pay in the army, he may vastly prefer even a lame article in its favor.

As for myself, I will continue to take your paper to the last, even if its irregularities are not remedied, or grumblers continue to occupy its pages, so long as it chronicles naval and military information—events that no other paper has the opportunity to procure—and which every one interested likes to read, or hear read, even if not a subscriber.

I remain, with respect,

A GRUMBLER,

Against all non-subscribers to the Chronicle, and especially against your correspondent, who grumbles about small matters.

### Proceedings of Congress, IN RELATION TO THE ARMY, NAVY, &c.

#### HOUSE OF REPRESENTATIVES.

SATURDAY, JUNE 20.

The CHAIR announced that the next business in order was the following resolution, reported from the Committee on Commerce a few days ago, viz:

*Resolved*, That the report and chart of the survey of the harbors of Beaufort and Wilmington, in North Carolina, communicated to this House by the Secretary of the Navy, and the report of the chart of the surveys of the Southern coast, from Tybee island, in Georgia, to Hunting island, in South Carolina, prepared by Lieut. Wilkes, be lithographed; and that 2,500 of each report and chart be published.

After some debate, the question was taken on the adoption of the resolution, and it was passed—yeas 93, nays 82.

WEDNESDAY, JUNE 24.

Mr. BORTS observed that he understood that now, after a delay of ten days, the record of the trial of Lieut. Hooe before a court martial was returned from the Department, and was now on the Speaker's table; he called

ed for its presentation to the House, that it might be read.

Mr. DROMGOOLE was ready, if the Chair, of its own motion, laid any communication on its table before the House, to have it read; but till then he should object. He was opposed to any gentleman's obtaining a paper from the Department to be sent to the Chair, and then calling for its reading.

Mr. BORTS moved a suspension of the rules, in order that the communication might now be received by the House, and read.

Mr. GRAVES and others demanded the yeas and nays, which were ordered.

Mr. JONES inquired whether Mr. BORTS moved that the rules be suspended during the morning hour only? or generally?

Mr. BORTS said, during the morning hour only.

The question being taken, the yeas and nays resulted as follows: Yeas 145, nays 25.

So the rules were suspended during the morning hour.

The CHAIR then laid before the house a communication from the Navy Department, containing the proceedings of a court martial at Pensacola, summoned for the trial of Lieut. Hooe, together with the approval thereof by the Secretary of the Navy, Lieut. Hooe's protest and memorial to the President, and certain remarks of the Secretary in defence of his course in approving the sentence, together with a legal opinion of the United States District Attorney, Francis S. Key.

The reading having proceeded for some time—

Mr. BORTS arrested it, and inquired whether this was the document called for by resolution of the House? It was one which had never been shown to him; it seemed to be a defence of the Secretary and the President.

[Much confusion arose, and loud cries of "Read on, read on," mingled with laughter.]

The document was read through.

A number of gentlemen rose simultaneously.

Mr. THOMPSON, of Mississippi, moved to refer this communication to the Committee on the Judiciary, and on that motion he demanded the previous question.

Mr. W. COSR JOHNSON called for the reading of the documents accompanying the communication.

They were read accordingly. The reading having proceeded sometime—

Mr. RUETT moved to suspend the reading, but it was objected to, as against the rule; and Mr. R. did not press the motion.

The reading then proceeded.

Mr. BORTS. That is not the record of the trial; that is a defence of the Administration.

The SPEAKER. The record is here, and will now be read.

The reading of the record of the trial was then commenced; but before it was concluded, the morning hour expired.

THURSDAY, JUNE 25.

Mr. DROMGOOLE said that when the morning hour expired on yesterday, the House was in the midst of the reading of the documents and proceedings in relation to the trial of Lieut. Hooe, of the navy, he hoped that the rules would not be suspended till that subject was disposed of.

Mr. BRIGGS said it would take two hours to read the proceedings of that court martial through, and could not yield his motion.

Mr. CUSHING demanded the yeas and nays on the motion to suspend the rules, which having been ordered, were—yeas 82, nays 50.

Mr. McKAY hoped the house would by general consent agree to suspend the reading of the document containing the proceedings of the court martial in the case of Lieut. G. M. Hooe, and have the same printed.

Mr. CUSHING objected.

Mr. McKAY gave notice that he intended to move a resolution for the printing of that document on to-morrow.

#### IN SENATE.

TUESDAY, JUNE 30.

Mr. DAVIS from the Committee on Commerce, reported a bill granting extra pay to certain officers of

the revenue cutters, for services in the navy of the U. States; which was read twice and ordered to be engrossed for a third reading.

THURSDAY, JULY 2.

The VICE PRESIDENT informed the Senate that after to-day he would be absent during the remainder of the session.

The VICE PRESIDENT also submitted a message from the President of the United States, transmitting a statement of the transfers of appropriations for the naval service, during the past year; which was ordered to be printed.

Mr. WILLIAMS, from the Committee on Naval Affairs, to which was referred the memorial of ANN W. ANGUS, and the memorial of JOHN LANG, asked to be discharged from the further consideration thereof; which was agreed to.

Mr. W. in pursuance of previous notice, asked and obtained leave to introduce a bill to amend an act to regulate the pay of the navy of the United States; which was read, and ordered to a second reading.

The bill regulating the pay of pursers in the navy was taken up, as in committee of the whole, and after being discussed by Messrs. WILLIAMS, SOUTHARD, CALHOUN, HUBBARD, KING, and PIERCE, was ordered to be engrossed for a third reading.

MONDAY, JULY 6.

Mr. WRIGHT presented a memorial of the Board of Underwriters of the city of N. York, remonstrating against the repeal of the law of 1837, respecting pilots; which was laid on the table, and ordered to be printed.

Mr. WILLIAMS from the Committee on Naval Affairs, to which was referred the memorial of Andrew Forrest, asked to be discharged from its further consideration, which was agreed to.

The bill to establish and regulate the navy ration, and House bill for the relief of Capt. John Downes, U. S. navy, were read a third time and passed.

TUESDAY, JULY 7.

The resolution relating to an examination, by a board of dragoon officers, of Colt's improved fire-arms, was taken up, and, after being amended, was, on motion of Mr. CLAY, of Alabama, laid on the table.

The bill to amend an act entitled an act regulating the pay of the navy was taken up, when

Mr. WILLIAMS entered into an explanation of its merits, and a discussion ensued, in which Messrs. NORVELL, CALHOUN, DAVIS, BUCHANAN, and others participated, in opposition to the bill, on the ground that the power proposed to be granted by it to the Secretary of the Navy was more than ought to be entrusted to any individual; Mr. WILLIAMS and Mr. TAPPAN advocated it, contending that the power was wholesome, and ought to be incident to the Secretary; when

Mr. WILLIAMS moved to lay the bill on the table, which was agreed to.

WEDNESDAY, JULY 8.

The bill from the House making appropriations for the naval service for the year 1840, was read twice and referred to the Committee on Finance.

SATURDAY, JULY 11.

#### NAVAL APPROPRIATIONS.

Mr. WRIGHT moved to take up the bill from the House making appropriations for the naval service for the year 1840, which was agreed to.

The following amendments reported by the committee to the appropriation for a dry dock at New York being under consideration, "Provided that no other part of this appropriation shall be expended prior to the fourth day of March next, than may be required to cause the proper examinations, surveys, and soundings to determine whether or not the said dry dock can be properly and usefully located within the bounds of the property now owned by the United States in connection with the navy yard at Brooklyn, unless such location shall prove satisfactory, and the President of the United States shall be satisfied that the means of the Treasury will be sufficient to meet all appropriations for the current service for that period over and above the money to be drawn for the construction of the said dry dock."

Mr. WILLIAMS proposed to amend the amendment reported by the committee on Finance, so that \$270,000,

part of the \$670,000 diverted from former appropriations, for the gradual improvement of the navy, should now be reappropriated for the object, and said: The bill, as passed by the House of Representatives, reappropriates \$670,000 for the gradual improvement of the navy, to make good to that branch of the service the \$330,000 appropriated last year, and \$340,000 appropriated by this bill for building two steam vessels, which sums are directed to be taken from the amount heretofore appropriated for the gradual improvement of the navy. The Committee on Finance recommend the striking out the whole of this reappropriation, and assign their reasons for so doing to be the low state of the Treasury, and the probability that this money may not be required for use by the Navy Department until another year.

The object of the amendment proposed by me is to reduce the sum proposed by the House to be now reappropriated, and yet to retain such a portion of the reappropriation as seems to me to be essential to the purposes for which this money was originally granted. In 1827, Congress appropriated half a million of dollars annually for six years, to be expended in purchasing and preserving timber for the gradual improvement of the navy; and in 1833 continued the appropriation for six years more, and enlarged the objects of expenditure so as to include other materials for the same object; and in 1837, it was provided that a portion of the money might be applied for procuring ordnance. In 1838, it was found that \$1,500,000 of these appropriations had not been expended, and would revert to the Treasury. Whereupon Congress reappropriated that amount for the purchase of timber and other materials for the navy, payable half in 1839 and half in 1840. By reference to the annual report and documents of the Secretary of the Navy at the commencement of the present session, it will be seen that in December last, there was unexpended of these appropriations, about - - - \$870,000

To which is to be added the amount receivable in 1840, - - - 750,000

\$1,620,000

And that contracts are now made, upon which there will be to be paid, when the contracts shall have been performed, about 1,200,000

Leaving about - - - \$420,000 at the disposal of the Navy Department, except that of the \$330,000 directed by the act of 1839 to be applied to the building of steamers, only \$30,000 had then been drawn from the Treasury; and after the balance, say \$300,000, shall be taken for that object, there will then remain about \$120,000 beyond satisfying subsisting contracts, and the appropriation for steam vessels last year. The bill now under consideration directs a further sum of \$340,000 to be diverted from the fund provided for procuring and preserving materials for the gradual improvement of the navy, to complete the steam vessels. This can only be done by using at this time money on hand belonging to the fund for the gradual improvement of the navy, which is pledged to the payment of subsisting contracts; but inasmuch as those payments are not to be made until the materials contracted for shall be delivered, such a diversion might be made without injury to the service, provided the \$670,000 so diverted, or part of it, could now be reappropriated payable at a future day, as provided in the bill. Without some reappropriation, it will be seen that there is not a dollar at the disposal of the Navy Department beyond what will ultimately be required to satisfy subsisting contracts, and the appropriations of the last and present year for the steam vessels. It is understood that no provision has, as yet, been made for obtaining the necessary armament of any vessel to be constructed of the materials on hand, and that more time would be required to procure the proper armament, than would be necessary to build the vessels. There are but few places in the United States at which ordnance proper for ships of war can be procured, and it is desirable and important that the Department should have the power now to make arrangements for such ordnance, in order that it may be obtained at reasonable prices and in proper time. Without appropriation, the Department has no power to make any such arrangements, and who can tell how much the nation may suffer from our neglecting now to concur



with the House in reappropriating at least a part of the sum which this and a former bill diverted from the fund so wisely set apart by our predecessors for the gradual improvement of the navy. The condition of the Treasury is the principal reason assigned by the Committee on Finance for amending the House bill, and while I would regret to make appropriations beyond the means of the Treasury to meet, am willing to modify the House bill so as to reduce the appropriation to the lowest possible point consistent with retaining any power in the Navy Department to provide for the armament of vessels when built, I cannot agree to strike out the whole reappropriation; but am ready to reduce it as far as may be consistent with what I regard the necessities of the service. It must be seen by every Senator that at the last and present sessions of Congress we take \$670,000 from the fund appropriated for the gradual improvement of the navy, and apply it to building and completing two steam vessels, and this, in addition to the material which had been provided for other vessels, and now used in these. At this I do not complain; but it seems to me that justice, as well as public duty, should constrain us to provide for the reimbursement, at some future day, of a part at least of this sum, to enable the Department to carry out the intention of those who provided a fund for the purchase of materials for the gradual improvement of the navy. All agree that the navy is the right arm of our defence, and how can it be justified that we shall divert money heretofore appropriated for procuring materials for the improvement of the navy and apply it to the building of steam vessels, without providing, at the same time, for the appropriation of so much of it as will enable the Department to procure ordnance and armament for the ships to be constructed from materials already on hand?

After some remarks from Mr. WRIGHT, the question was taken on Mr. WILLIAMS's motion, and it was lost.

The question then recurring on the amendment of the committee, some discussion ensued, in the course of which,

Mr. CALHOUN suggested that a similar appropriation to that made for a dry dock at New York, should be made for one at Pensacola. Mr. C. spoke of the long maritime frontier requiring stations in case of war, not only for our ships to repair for security, but for defence also. He believed it all-important for the protection of Southern interests, and expressed the hope that while they were drying up the sources of so many surplus expenditures, the most liberal support should be extended to the navy.

After some remarks from MESSRS. WILLIAMS, TAPPAN, and WRIGHT,

Mr. CUTHBERT said that he did not rise to enter into any argument to show the expediency of constructing dry docks either at New York or Pensacola, but to express his strong convictions that those who had the interests of this country at heart, and particularly the interests of the Southern portion of it, should adopt every means of keeping an important portion of the navy in the South. It was there, in the event of a war, a naval force would be more peculiarly necessary, and in that portion of the country was our commerce most vulnerable. It was, therefore, to be expected that the Southern States would receive from the justice of the other States such incidental protection as would be afforded by the employment of a sufficient part of our naval force on their coasts. Without intending to array any sectional interests on this question, he made these observations under the belief that their justice would strike the mind of every Senator.

Mr. WILLIAMS urged the importance of speedy action on the subject, and showed the great want of a dry dock at New York. There were two ships of the line, he said, now lying there which were not in a state to be removed to Charlestown or Portsmouth, and which could not be repaired till a dry dock was constructed.

Mr. CALHOUN again spoke of the importance of Pensacola as a naval station, for the protection of the commerce of the Gulf of Mexico, and called the attention of Western and Southwestern gentlemen to the subject, whose constituents were more immediately interested in it.

Mr. HENDERSON referred to the magnitude of the inter-

ests of the South and West that were involved in the protection of the Gulf. He did not believe, however, that a naval station at Pensacola would be a sufficient protection to New Orleans or Mobile, and he was not sure that there were not other sites on the Gulf more suitable than Pensacola. He was, however, in favor of the appropriation, as the dry dock would not be constructed, if upon a survey the site should be found to be unfavorable.

Mr. GRUNDY said he could not vote for the appropriation for Pensacola, until it was ascertained that the title of the United States to the public grounds there was a good one. He had been informed that an individual there laid claim to these grounds, and he wished this matter settled before the appropriation was made. He had no idea of having another Pea Patch affair on their hands, and would, therefore, vote against the appropriation.

Mr. CUTHBERT observed that the very objection urged by the Senator from Tennessee, showed the importance of pursuing this matter. It appeared that there were preliminary steps to be taken before the work could commence, and yet these preliminary steps had not been taken. Ample surveys, he said, ought to have been made before now, and if the title of the United States to the grounds they held there was doubtful, it should ere this have been inquired into. He made charges against no one, and reproached no one, but he must say that this important matter had been overlooked. He understood that surveys had been made, and were before the Executive; but these surveys ought not to be confined to the harbor of Pensacola; other sites should be examined, and the most suitable one selected and improved, until it was fit to receive such ships of the line as this great nation ought to possess. Conversing with a gentleman who was well informed on the subject, he learned that there were situations on the gulf where ships of the line of the largest class might ride in safety.

Mr. WALKER thought that this subject had been too long neglected. Eighteen months ago an appropriation was made by the Legislature of Mississippi for surveying the coast of the State at their own expense; and a report was made by the agents appointed for that purpose, stating that a particular site in the Gulf, and within the State of Mississippi, was the most suitable one on the coast for a naval station, both for depth of water, safe harborage, and other advantages. This report was communicated to Congress at this session. It was accompanied by a chart showing the depth of the channel, and yet they were now told that there were no surveys. We are now told, said Mr. W. that we are to wait till the surveying squadron employed in the coast survey shall reach this part of the Gulf. He had inquired of these officers at what period of time they expected to reach the coast of Mississippi; and he learned that, with the progress they are now making, it will be a quarter of a century before they reach any of the Southern waters. He regretted that he was constrained to speak in this manner; but he thought that the coast of the Gulf had been grossly and improperly neglected—that the surveys ought to have been made under the act 1836, and that they ought not to be obliged to wait the progress of the surveying squadron. He was prepared to vote for a dry dock at Pensacola, though he believed that it was not the deepest harbor, and that there was a portion in the neighborhood of it which had a much greater depth of water. He was in favor also of a dry dock at New York, as he was of increasing the navy.

Mr. WILLIAMS did not believe that the Navy Department had neglected the duties assigned them, and that the want of surveys on the Gulf coast was to be attributed to them.

Mr. CALHOUN said that, in order to try the sense of the Senate, he would offer an amendment appropriating the same amount for a dry dock at Pensacola as was appropriated for New York.

The CHAIR said the amendment was not now in order, the question being on the amendment proposed by the Committee.

Mr. CLAY of Alabama suggested to the Senator from South Carolina to offer his amendment as an amendment to the amendments of the committee. This course he understood would be in order. He thought the course of the discussion had sufficiently satisfied every gentleman of the importance of having a naval station of the first class with dry-docks for the repair of the largest vessels, on the Gulf of Mexico, and that that sea was so separated as to demand a separate naval force for the defence of the valuable commerce borne through it. He should have no objection if any other harbor than Pensacola should be selected, on proving to be more suitable, though he did not believe that any other place possessed so many advantages. He would suggest to the Senator from South Carolina to offer his amendment as an amendment to the amendment of the committee.

Mr. CALHOUN here then moved to amend the amendment by adding an appropriation of \$95,000 for a dry dock at Pensacola, on the same terms as for that at New York.

Mr. TAPPAN made a few remarks in opposition to the amendment. He had no doubt but there were forty places on our coast very well suited for dry-docks, and where they would be very useful if we had a navy as large as that of Great Britain. But with our present navy, he thought that the two we now had, one at Norfolk and the other at Charlestown, were sufficient. If there were ships of the line at New York that wanted repair, and could not be taken to Charlestown, it had been the result, in his opinion, of bad management. He believed that a dry-dock at New York was not necessary, and he should, at a proper time, move to strike out the appropriation.

Mr. CALHOUN repeated his arguments, showing the importance of a dry-dock at Pensacola, and the great advantages of that place for a naval station. He should not be content with simply a dry-dock there. There was a large maritime frontier from the Chesapeake to Cape Florida, and another dry-dock would be required for this immense coast. The position which a navy would occupy there, in the event of a war with the greatest maritime power of Europe, would be invaluable. It was the most exposed and vulnerable point in the Union, and the commerce was the most valuable. He hoped, while they were drying up the sluices of expenditure, which had been pouring out hundreds of thousands for nothing, they would turn their attention to this most important part of national defence.

Mr. SMITH of Indiana said he rose to ask the yeas and nays on the question. He said he had now heard from the Senator from South Carolina [Mr. CALHOUN] the very doctrine he (Mr. S.) had long since been satisfied would ultimately, unless arrested, appropriate every dollar of the revenues on the seaboard, in total and entire exclusion of the whole West. The Senator has said that, as the Government has now dried up the enormous expenditures which have been heretofore made, it was the proper time to make a survey of the port of Pensacola, with the object of making that a naval station, and erecting a dry dock and other buildings there. The proposition now is, after having refused appropriations to the Cumberland road and the harbors on the lakes, to seek another point on the salt waters to use the money that should be appropriated in completing the works already begun. It was a doctrine that he (Mr. S.) protested against. The West paid into the National Treasury its full share of the revenue, and he would never consent to a doctrine that would deprive her of her equal portion. This salt water doctrine was the rock on which all the future hopes of the West would

be ultimately wrecked. He did not deny but that the West might contingently and remotely be benefited by a navy yard at Pensacola, but he was unwilling to abandon those works and harbors in which his State was directly interested upon the prospect of such a remote or possible contingency; and if he voted to expend the whole of the money that can be spared from time to time on the seaboard, he could not hope for a dollar to aid either the Cumberland road or the protection of Western commerce on the lakes. He desired to see how Senators would vote who had denied to the West a participation in the benefits of the public Treasury, and suffered her works to go to destruction for the want of small appropriations.

Mr. CUTHBERT would suppose that the peculiar object of the gentleman from Indiana as a Western man would be to give ample protection to the Gulf of Mexico, which was the great outlet for the products of the West. He said this in perfect good temper, and it appeared to him that all who lived in the Western country were interested in our having points on the Gulf where a navy could lie in safety. The gentleman, as a Western man, was peculiarly interested in this measure, and he could not but indulge the hope that upon reconsideration he would give it his support.

Mr. CALHOUN was glad that the Senator from Indiana had treated this matter in reference to Western interests, for it was susceptible of demonstration that it was peculiarly a Western measure, and that the Western people were more deeply interested in it than any other. The senator had called for the yeas and nays in hostility to the amendment, because an appropriation was not made for the Cumberland road. Why, the Cumberland road was not worth the hundredth part of this measure to the Western people. Besides, the supplies of the navy, the West was to be greatly looked to for supplies of beef, pork, corn, and iron. He was glad the Senator had called for the yeas and nays, as he was hostile to the measure, that his name on the yeas and nays might go to the West, and show the people how he supported their interests.

Mr. BENTON was glad that the Senator from South Carolina had moved this amendment. The interest involved in it was one of the largest to the West. The immense valley of the Mississippi had but one outlet. Its most valuable products were disembogued in the Gulf of Mexico, and when they got there, they wanted adequate protection. He looked upon the whole Gulf as nothing but an estuary of the Mississippi. That we must have a naval station there, and that Pensacola was the point, could not be doubted.

That we must also have a naval post either at Key West or the Dry Tortugas, was equally clear. The time would come when our people would speak of the Gulf of Mexico as the Romans did of the Mediterranean. "*Mare nostrum*"—"our sea"—they would say; and upon it our most valuable property is to be assailed. He thanked the Senator from South Carolina for his motion, and hoped it would prevail.

Mr. HENDERSON spoke of what he conceived the almost criminal ignorance of the Government in relation to the defence of the Southern maritime frontier. It knew nothing of any surveys in relation to the defence of a coast that passes off two thirds of all the exports of the country.

[Mr. H. here read an extract of a letter which he had received from the Department.]

Here thousands, nay millions, of the property of the South and West disembogues itself at points where there was not the slightest move yet made for its protection. He felt glad that the Senator from South Carolina had called the attention of the Southern and Western Senators to the subject, and he hoped to see others moving in a point of so much magnitude. Mr. H. said, a large portion of our naval officers and the navy commissioners were all Northern men, with Northern feelings and associations, [Mr. CLAY, in an



under tone: "Surely we have a Northern man with Southern feelings,"] and consequently not likely to look to Southern interests. Mr. H. said he was not prepared, however, to say that Pensacola was the best spot for a naval depot, or that the ports of Mobile and New Orleans would be properly protected. He thought, however, it might go far towards it.

Mr. SMITH of Indiana said the Senator from South Carolina [Mr. CALHOUN] seemed to think that he (Mr. S.) had mistaken his position. And the Senator had attempted to show that Western interests would be benefitted by the appropriation, and from this the Senator had argued that he (Mr. S.) was opposing the interest of his State. This conclusion of the Senator (said Mr. S.) is not warranted by the premises he has assumed. Mr. S. had admitted that the West might be contingently benefitted by the proposed works, but he placed the question on other grounds. He was opposed to the doctrine by which this measure was to be carried. The Senator from South Carolina (Mr. CALHOUN) had spoken of having dried up the appropriations by which the West had heretofore received a portion of the money that section had paid into the National Treasury.

[Mr. CALHOUN here said he spoke of wasteful appropriations.]

Mr. Smith said he presumed the Senator from South Carolina would admit whether an appropriation was wasteful or not was a matter of opinion. What the Senator from South Carolina might think wasteful, he (Mr. S.) might possibly think otherwise. He could assure the Senator that it would be difficult to make the people of his State believe that an appropriation to complete the Cumberland road would be a wasteful appropriation. Nor could the Senator easily satisfy that portion of the citizens of the West connected with the commerce of the lakes that the improvement of their harbors would be a wasteful appropriation, however the votes of Senators might be upon those subjects of Western interest.

It was intimated (said Mr. S.) that he should go for this appropriation because the citizens of his State might be interested in the work. He had taken his stand on this subject. He wished to be set down as opposed to this whole salt-water doctrine; not that he denied the constitutional powers of the Government to construct works in aid of the commerce on the seaboard; far from it; but he had for years seen the tendency of the administration of the Government to draw the whole appropriations to the salt water. The doctrine was that the constitutional powers of the Government commenced upon the ocean, and terminated at the extreme of the flow of its waters upon the land. Some were willing to extend it to the lakes when there was money in the Treasury to spare, which had not been the case of late, at least for that purpose. He did not deny that the people of his State might be remotely and contingently benefitted by this appropriation; but he would give no sanction by his vote to a doctrine that would draw from them every dollar of their specie through the public land offices, and through the imposts, and exclusively appropriate it on the seaboard, for the immediate benefit of those who deny the power of the Government to appropriate a dollar to objects of immediate interest to the West. Not a dollar could be had for the Cumberland road or the harbors on the lakes; and they are to be left to go to destruction, while the money which should have been appropriated to them is to be thrown upon the seaboard. He called the people of the West to this view of the case.

Mr. HUBBARD spoke at some length against the adoption of such a proposition at such a time, and that, too, when some of the very friends of the measure were doubtful whether Pensacola was the proper place or not. He hoped the motion would not prevail.

The question was then taken on Mr. CALHOUN's amendment, and it was agreed by the following vote: YEAS, 25; NAYS, 14.

Mr. TAPPAN then moved to strike out that part of the bill making appropriation for dry docks at New York and Pensacola.

Mr. BUCHANAN supported the motion.

Mr. CLAY, of Alabama, and Mr. WRIGHT opposed it.

Mr. BUCHANAN would say a few words in reply to the Senators from Alabama and New York, [Messrs. CLAY and WRIGHT.] The Senator from Alabama contended that this was the mere appropriation of a sum necessary to make surveys at New York and Pensacola, for the purpose of ascertaining the utility and practicability of constructing dry docks at those places. Was that the fact? Certainly not, according to the language of the bill. There were \$95,000 appropriated at each place, absolutely, and a portion of it was to be expended before the first of March next in making surveys. The appropriation was absolute; and the Congress of the United States would never hear of this subject again till the sites were fixed, and a portion of the money expended. Now would it not be right, before making this important appropriation, that they should make the surveys? Shall we now, said Mr. B., in a blind confidence in the Navy Department, or any other Department of the Government, declare that we should be bound by their decision; and that as soon as they are satisfied of the practicability of establishing dry docks at New York and Pensacola, that they should go on and construct them without further direction from Congress? That was the question and the only question. Where was the necessity for this haste? No doubt a dry dock was necessary at New York, and also at Pensacola; but let such necessity be demonstrated at the next session of Congress; with all the information before them, it would be time enough to appropriate the amount sufficient to construct them. What was the state of the Treasury now? Why, they had to borrow money to defray the ordinary expenditures of the Government, but, in the course of the next session of Congress, things might grow better or worse. By that time the surveys would have been made and laid before them, and Congress could then be guided wisely by the state of the Treasury. But here was an appropriation to be expended before the next session of Congress, except the sum necessary for preliminary surveys. Was that wise legislation? He considered New York and Pensacola in the same situation. Nothing could be done before the next session of Congress but fixing the sites. Beyond that he was not willing to go. The Senator from New Hampshire [Mr. HUBBARD] was willing to make an ample appropriation for that purpose, and for that he should vote; but he could not conceive any case in which he would be willing to place in the hands of the Executive the power of determining whether such works should be constructed, and so large an amount of money to be appropriated without the further action of Congress. He objected to the principle involved, and if there was but one Senator to join him, he would oppose it.

The question was then taken on Mr. TAPPAN's motion, and decided in the affirmative—yeas 21, nays 19.

The amendments from the committee (except as above) were all agreed to.

Mr. HENDERSON moved an appropriation (\$30,000) for a survey of the coast between Mobile and the mouth of the Mississippi.

This amendment, advocated by Mr. HENDERSON, and opposed by Mr. WRIGHT, was agreed to, by yeas 21, nays 10.

It was afterwards modified in Senate, so as to make it a survey of the coast of the Gulf of Mexico.

On motion of Mr. WRIGHT, the above \$30,000 was required to be taken from the general appropriation for a survey of the coast of the United States.

The bill, at half past 3 o'clock, was ordered, as amended, to be engrossed.

**NAVY.****ORDERS.**

Sept. 14—Lieut. F. Chatard, steamer Fulton, vice C. C. Turner, detached with leave for 3 mo's.

15—Lieut. S. Barron, detached from Receiving ship, Norfolk.

Lieut. John A. Davis, Baltimore station.

16—Surgeon B. Ticknor, Hospital, New York.

P. Mid. S. D. Trenchard, navy yard, do.

P. Mid. W. Gwathmey, and Mid. J. M. Wainwright, frigate Macedonian.

Mid. J. Rutledge and C. E. Fleming, naval school, Philadelphia.

18—Lieut. J. F. Green, ordinary, Boston.

Mid. J. D. Todd, naval school, Phila.

Carpenter Thos. Johnson, navy yard, Norfolk.

19—Lt. C. G. Hunter, det'd from Rec'g ship, N. Y.

Asst. Sur. J. J. Abernethy, Rec'g ship, do.

Purser R. Pettit, naval asylum, Phila.

Mid. E. F. Beale, and H. Rolando, W. India squad.

Mid. E. Mulloney, ship Warren.

21—Comm'r W. V. Taylor, P. Mid. D. B. Ridgely, Mid. N. C. Bryant, G. H. Preble, J. C. Richardson, J. C. Beaumont, C. S. Cooper, Gunner W. Craig, and Sailmaker B. B. Burchsted, detached from ship Erie, with leave for 2 mo's.

Lieut. S. E. Munn, leave 2 mo's, having returned from West Indies on sick ticket.

Master John Robinson, navy yard, Boston.

Master F. W. Moores, Rec'g ship, do.

Mid. W. H. Montgomery, det'd from W. I. squadron.

**Naval Intelligence.****U. S. VESSELS OF WAR REPORTED.**

**WEST INDIA SQUADRON.**—The U. S. ship of war Warren, lying at anchor in Pensacola harbor, was struck by lightning on the 2d inst. The electric fluid passed down the conductor and out of one of the port holes and returned into the ship through another. No damage was done.—*Gazette*, Sept. 5.

The frigate Macedonian, Commodore Shubrick, and sloop of war Levant, Captain Smoot, arrived here on Wednesday afternoon, from Portsmouth, last from Provincetown. A salute was fired from Fort Wolcott, by the artillery company, under the command of Colonel Swan, which was answered from the commodore's ship, on anchoring off the fort.—*Newport Mercury*, Sept. 19.

**MEDITERRANEAN SQUADRON.**—Ship Cyane, Comm'r Latimer, sailed from Smyrna, on the 28th of July, for Beyrout.

**REVENUE CUTTERS.**—The Dexter, Captain R. Day, arrived at Charleston, Sept. 18, from a cruise to the southward. The Crawford, Capt. T. C. Rudolph, at Cockspur Roads, Sept. 18.

**LIGHT HOUSES.**

**FRANCE.**—The Minister of Public Works has published official notice of the establishment of the following new light houses, with fixed lights, on the coast of France, which will commence burning from the 1st of November next:

The first on the fort at the island of St. Marbœuf, in the Manche.

The second on the point of Port Navalo, to the right of the entrance into the Morbihan.

The third on Cape Ferret, to the north of the present entrance into the Basin of Arcachon, in the Gironde.

The fourth at La Camarque, in the Bouches du Rhone, on the eastern shore of the old Rhone (this is only substituting a larger for the previous smaller light.)

The fifth on the left entrance into the port of Cassis, in the Bouches du Rhone.

And the sixth on the top of the small turret on the right of the entrance into the port of Ciotat, in the Bouches du Rhone.

**NEW BRETON.**—Representations having been made to the Admiralty of the danger, in the winter season, of

mistaking some of the light houses on this coast, in consequence of their being painted entirely white, a communication on the subject has recently been received from the colonial minister, and, in compliance with the suggestions therein made, the light house on Partridge island, at the entrance of this harbor, has been painted white and read, vertical on each alternate angle; those at Point Lepreaux and Quaco are to be painted with the same colors in horizontal stripes; and the Gannet Rock and St. John Beacon light houses, black and white, vertical. We believe the colors of some of the light houses in Nova Scotia are also to be changed.—*St. John's (N. B.) Courier*.

**NAUTICAL DISCOVERIES.**—The Java papers last received furnish us with a long description of some hitherto unknown rocks near Tapoes, on the west coast of Sumatra, on which her Majesty's corvette Triton, struck in November, 1839.

Likewise the description of a reef on west coast of Poelo Weter by her Majesty's brig Nautilus.

A bank on the northwest coast of Borneo, described by the commander of her Majesty's brig Postilion.

Some rocks discovered by her Majesty's brig Postilion in the China Sea, southward of Great Natuna, on Poelo Boeang Oran.

A coral and sand bank on the north coast of Bintang, likewise discovered by her Majesty's brig Postilion.—*English paper*.

**MARRIAGES.**

In St. John's church, Washington, on the 15th inst. Lieut. JOHN T. McLAUGHLIN, of the U. S. Navy, to SALVADORA, daughter of the late RICHARD W. MEADE, of Philadelphia.

At Hancock Barracks, Me., on the 1st inst., by the Rev. C. C. BEAMAN, Lieut. JOSEPH A. HASKIN, of the 1st regiment U. S. Artillery, to Miss REBECCA EUSTIS, daughter of Dr. L. SPRAGUE, of the U. S. Army.

At Buffalo, on the 7th inst., Lieutenant J. CARLE WOODRUFF, of the U. S. Topographical Engineers, to CAROLINE AUGUSTA, daughter of J. MAYHEW, Esq., of that city.

In Clark Co., Va., on the 9th inst., Major RICHARD BENNETT, late of the U. S. Army, to Miss MARGARET FUNSTEN, daughter of the late OLIVER FUNSTEN, Esq.

**DEATHS.**

In Charlestown, Mass., on the 8th inst., after a lingering illness, SAMUEL COOPER HIXON, Master in the U. S. Navy, aged 56 years.

In Chelsea, Mass., on the 9th inst., Commander EDWARD BABSON BABBIT, of the U. S. Navy, aged 48 years.

At Allegheny Arsenal, Pittsburgh, Pa., on the 18th inst., Sergeant JOHN PENNY, aged 66 years, having been 42 years in the service of the U. S.

At Burlington, Vt., on the 13th ult., Sergeant IRA DOTY, of the 1st reg't. arty. U. S. A., aged 52 years.

On the 20th ult. at Picolata, E. F., JOHN GROSS, in the 26th year of his age, of the 2d regiment U. S. Dragoons. He was a native of Hanover, Pa., and for many years a resident of Baltimore.

At Claiborne, Ala., of congestive fever, Miss CAMILLA BAZEAU, aged 19, daughter of the late Captain BAZEAU, U. S. army.

At Fort Mellon, E. F., on the 23d Aug., of bilious fever, Mrs. E. FRANCIS, wife of Mr. J. FRANCIS, clerk in the Quartermaster's department.

At Philadelphia, on the 12th inst., aged 76 years, Mr. BENJAMIN KING, formerly for many years master-blacksmith at the Washington navy yard.

**OFFICIAL NAVAL REGISTER, FOR 1840.**—A few copies for sale at this office. Ap. 2